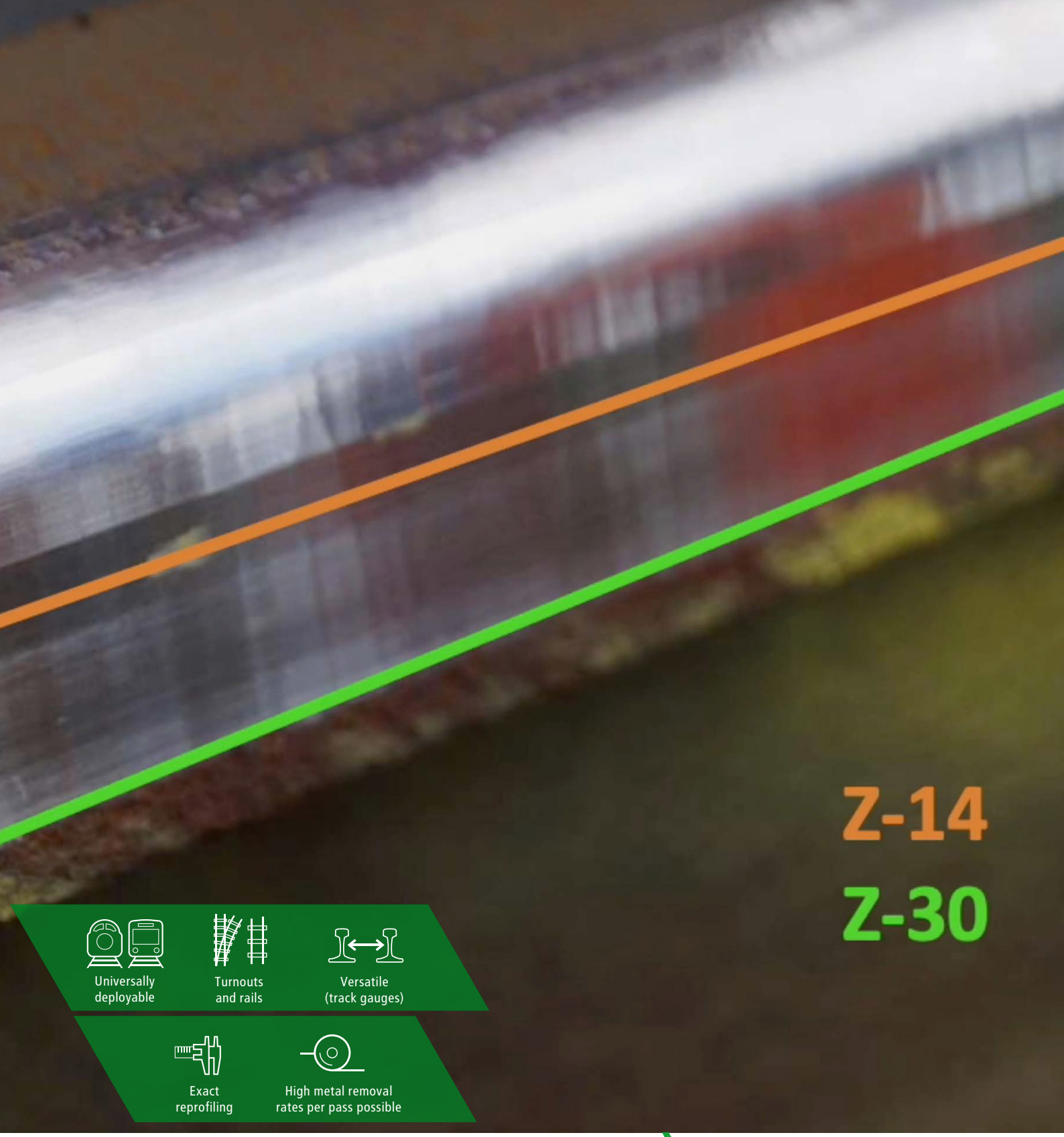


Milling below Z-14

vossloh
enabling green mobility

Technical Datasheet

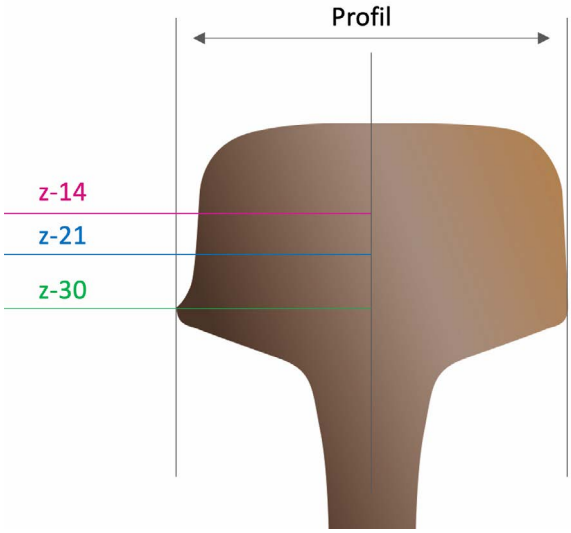
SF02 W-FS milling truck

Benefits

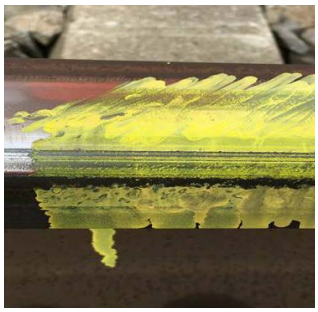
/ Defects in the gauge face of the rail below Z-21can be fully machined using a special milling tool
/ The full rail-wheel contact surface is completely machined
/ Replacing the rail is not necessary

Applications

/ Universally deployable
/ Rectifying gauge narrowing
/ Rectifying lip formation on the gauge side



Easy correction of gauge corner defects below Z-14
A cutting zone that extends along the gauge-face side of the milling wheel allows it to machine down to Z-30. The milling process takes into account the angle of the rail wheel's flange face and shapes the rail accordingly if necessary. If vehicle wheels with different flange heights varying between Z-25 and Z-28 are used, for example, this can cause a sharp lip to form on the rail's gauge face. This damages wheels with larger wheel flanges and results in premature wear. Our milling wheel profile mills beyond Z-21, so it can also be used to correct gauge narrowing.



Vossloh Rail Services GmbH • Hannoversche Str. 10 • D-21079 Hamburg
Phone +49 (0) 40 430931-0 • sales.ls@vossloh.com • vossloh.com

SF02 W-FS
Technical Data

Main dimensions	
Length over buffers (LoB)	18,320 mm
Height	3,408 mm
Width	2,490 mm
Number of bogies Number of axles	1–4
Wheelbase between bogie pins	not applicable as vehicle has only one bogie and 2 fixed axles
Vehicle gauge / structure gauge	UIC 505-1

Speed	
Hauling speed when transported as part of train set	transport in train sets not permitted
Hauling speed	20 km/h
Max. speed (self-propelled)	rail speed: 45 km/h road speed: 80 km/h
Operating speed	0.4–0.8 km/h

Weight	
Tare weight	45 t
Maximum axle load	12.4 t

Brake system	
Brake system type	hydrostatically operated brake system – activated via traction lever + direct-acting brake system that works by means of an auxiliary shaft on the differential 4 disc brakes
Braked weight	40
Braked weight percentage (calculated using the braked weight and weight of the vehicle)	92
Transport setting (F/P)	not applicable – no F/P change-over

On-track operability	
Shunting maneuvers not permitted (e.g. hump-shunting or loose shunting)	not permitted
Smallest traversable curve radius (transport mode / operating mode)	Ra 50 (transport) Ra 80 (operating)
Max. uphill and downhill gradients/cant (transport mode / operating mode)	40 ‰ uphill and downhill
Transport in train set / as end vehicle	transport in train sets or as end vehicle not permitted

Weather constraints	
Ambient temperature (operating mode)	between -10°C and 40°C, modifications possible

Equipment / features	
Performance data	one milling unit on each side, integrated tangential grinding units and downstream flap-disc grinding units
Material removal	0.9 mm max. material removal per pass
Applicable standards	DB Ril 824, EU Standard 13231:2-2020
Personnel: machine operator, crew (number, qualifications)	4 personnel for operation + 2 personnel for maintenance shift
Equipment for train operation	ATC, ITC, digital train radio

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09/25